

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☐

Property Name: New Addition Survey District Inventory Number: F-2-077  
452 - 818 Knoxville Rd 605-822, Tritapoe  
 Address: Dr, 3101-3117 Addition Ave City: Brunswick Zip Code: 21716  
 County: Frederick USGS Topographic Map: Harrpers Ferry, Va-Md-W.Va.  
 Owner: \_\_\_\_\_ Is the property being evaluated a district? ☒ yes  
 Tax Parcel Number: \_\_\_\_\_ Tax Map Number: 91 Tax Account ID Number: \_\_\_\_\_  
 Project: Brunswick Crossing Development-20066892\N66902 Agency: U.S. Corps of Engineers  
 Site visit by MHT Staff: ☒ no ☐ yes Name: \_\_\_\_\_ Date: \_\_\_\_\_  
 Is the property located within a historic district? ☐ yes ☒ no

*If the property is within a district*

District Inventory Number: \_\_\_\_\_

NR-listed district ☐ yes Eligible district ☐ Yes District Name: \_\_\_\_\_

Preparer's Recommendation: Contributing resource ☐ Yes ☐ no Non-contributing but eligible in another context ☐

*If the property is not within a district (or the property is a district)*

Preparer's Recommendation: Eligible ☐ yes ☒ no

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Documentation on the property/district is presented in:

MHT inventory prepared by Janet Davis in November 1991

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*  
*See continuation sheets #3 - #6 for 1991 inventory, sections 7 and 8, and sketch map.*

As stated in the inventory form, the 1906 suburb of New Addition was platted as a rectangular defined on the north by one street running east-west and on the south by another street running east-west with originally four and later five north-south streets dissecting the rectangle. At least on paper, this subdivision represented a consistent and regular pattern of houses, built on each available lot, with the gable roof houses facing either north or south. In fact, as stated in the inventory form, "only a row of five houses on Knoxville Road has the appearance of the intended suburb." Instead, as shown on Janet Davis's sketch map from 1991, most lots were never built on. The original or early houses are in some areas adjacent to each other, but most often separated by large open, overgrown lots. In addition, clusters of very recent houses have been built lining entire blocks and often next to historic houses. The majority of the new houses mimic the original houses in that they are gable roofed two story, narrow houses, with vinyl siding imitating wood siding. The absence of walls or fences or regular landscaping further diminishes any sense of a planned suburb of regular lots. Because of entire blocks along the north side of Tritapoe, which are defined as outside the district, but very much visible from the district, consist of obviously recent houses, the observer does not gain any sense of time or place or architecture of the same period.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments: \_\_\_\_\_

Jonathan Sager  
 Reviewer, Office of Preservation Services

7/10/07

Date

PKuntze  
 Reviewer, NR Program

7/5/07

Date

200701971

F-2-77

**MARYLAND HISTORICAL TRUST  
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 1

In sum, the New Addition Survey District lacks the integrity to be eligible for the National Register. The district does not meet any of the criteria under A, B, or C outlined in the National Register Bulletin "Historic Residential Suburbs" for it to be eligible for the National Register. It does not reflect important historic trends, lacks important associations, nor does it represent high standards of architecture, design, or planning.

Overall Historic Context for Brunswick Region (in which **New Addition Survey District** is located)

While European exploration, including surveying and purchasing of land, of western Maryland dates to the first decades of the 18<sup>th</sup> century, the area that is present-day Frederick County remained unsettled until about the 1730's, except for native tribes. The Proprietary Letter of 1732 encouraged settlement by farmers by offering large tracts with payment deferred for three years, and Frederick County in the period from 1730 to 1805 has been characterized by historians as undergoing "agrarian intensification." These early settlers were Pennsylvania Germans and these Protestants were subsequently joined by smaller numbers of English Catholics. According to the Frederick County Historic Plan (also the source of later quotes), "The amalgam of German and English influences is a characteristic of Western Maryland houses of the early and mid 18<sup>th</sup> century and some of its features, such as the hillside siting and a functional interior spatial disposition persisted through most of the 19<sup>th</sup> century."

In the late 18<sup>th</sup> century, Frederick County farmers had limited success with tobacco growing due to stony soil and the cost of transporting tobacco to coastal ports. So the farmers raised other crops.

Frederick County was formed from part of Prince George's County in 1748, three years after Frederick Town was platted. The town grew rapidly and was the second largest Maryland town in the late 18<sup>th</sup> century and in the same period Frederick was the state's second largest county.

The French and their native allies' victory over the British and colonial troops in the French- Indian War in the mid-1750's temporarily slowed growth in Frederick County, out of fear of Indian attacks, but growth due to new settlers resumed by the mid-1760's.

In 1776, Montgomery (on the east) and Washington (on the west) counties were carved out of Frederick County.

During the same period --- during the Revolutionary War ---- industries such as iron forges and foundaries and glass blowing were established in the county and spurred economic and population growth. By 1794 there were also 20 mills, one saw mill, one forge and one glass works in the county.

In 1790 Frederick County counted 26,937 whites, 213 free blacks, and 3,641 slaves. Sixty years later, the county had 33,314 whites, 2777 free blacks, and 3913 slaves. While the number of free blacks increased dramatically, as it did throughout all of Maryland, Frederick was one of the few counties that showed an increase in the number of slaves. From the late 18<sup>th</sup> century through the Civil War, Frederick County citizens were of divided loyalties.

In 1805 construction on the National Road through Frederick had been initiated and other turnpikes were undertaken to provide better roads from Frederick to Harper's Ferry and other outlying towns. Improvement in roads coupled with improved farm machinery, such as threshers and reapers, enabled large scale movement of farm products from Frederick County to the east, and manufactured goods were shipped west from the eastern towns/cities and ports to the farmers.

The most dramatic improvements to shipping farm goods and finished goods occurred with the construction of the C & O along the Potomac River and the B & O Railroad, roughly paralleling the National Road.

The railroad and canal both arrived in Brunswick (originally Berlin) in 1834, but very quickly the railroad became the dominant mover of produce and the other products between the various Frederick county mills and towns and the more eastern towns and cities. Despite the canal's initial success and economic influence it rapidly lost out to the railroad. To quote "A Walking tour of Historic Brunswick": "C & O Canal Lock No. 30. Two interpretive markers tell the story of early industry based on water power, that drew people to this area. The mills- such as C.F. Werner's- formed the nucleus around which Berlin grew... Lock No. 30 is dry now. No longer do coal-laden canal boats 'lock down' as the gates opened to let water out

MARYLAND HISTORICAL TRUST  
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 2

and lower the boat on its journey east, or 'lock up' on the return trip." Again quoting the "Walking tour" booklet: "Brunswick prides itself as a railroad town. In many ways, the Baltimore & Ohio Railroad built the Brunswick you see today. However, the B&O tracks didn't arrive in town until 1834, and the big expansion of the railyard here- which made the B&O the town's largest employer for years - didn't happen until 1890 and again in 1905-06."

In 1850 the Bond Map showed the well-developed railroad and canal along with major north-south roads leading from Brunswick and its northern neighbor of Knoxville. The road that terminated at Knoxville ran east to Frederick and was from at least from the late 18<sup>th</sup> century known as Jefferson Pike or later US 340 and now MD 180. Through the 19<sup>th</sup> century and into the late 20<sup>th</sup> century it was the popular route for people traveling from Frederick and other parts of Maryland to West Virginia, especially Harper's Ferry and Charles Town. A few miles north of Brunswick the road cut through the small town of Petersville as did the other east-west route from Brunswick, which is Rt 17 or Petersville Road. While the houses along Petersville Rd. are more recent, at best early 20<sup>th</sup> century, several farms and farmsteads along Jefferson Pike (closest to Knoxville), for example the Deaver Farmstead, are at least as old as mid-19<sup>th</sup> century. A disjointed road runs between Petersville Road and Jefferson Pike and this road is approximated by the present Burkittsville Rd.

During the Civil War, two major battles took place in Frederick County, and Frederick Town was occupied at various times by Confederate and Union armies, and it was a hospital center throughout the war. Marauding troops, supposedly mostly Confederate raided farms, stealing food and animals.

After the Civil War, economic growth restarted, spurred by the use of newly available steam powered farm equipment. But only the more affluent farmers could afford this equipment or the gas powered tractors that became more common in the 20<sup>th</sup> century.

Starting in the 1870's, "in the industrial/urban dominance period, the most important agricultural development was the change from grains, produce, and livestock to dairy products for other than domestic use... The major events in agricultural and industrial development from 1870 to the 1920's had visible effects on the physical structure of farmsteads, villages, and towns. The use of steam, and later, gasoline-powered agricultural equipment required shelters in the farmsteads to protect the machinery. These were usually small frame sheds, often with open side for ease of access. Equipment sheds were sometimes attached to existing sheds, bank barns, and other buildings." Other buildings that were built were pull-through wagon shed/corn crib and silos, which became common by the 1890's. Creameries for the sanitary handling of milk also started to appear in the late 19<sup>th</sup> century.

In the late 19<sup>th</sup> to early 20<sup>th</sup> century, the variety of revival domestic architectural styles popular throughout the country were built in Frederick County or existing buildings were renovated to reflect newest styles. Sears Mail Order houses were common because the extensive network of railroads made it possible to bring the pre-cut and numbered lumber to the most isolated farm. In addition to other styles popular in the late 19<sup>th</sup> and early 20<sup>th</sup> century, the four-square caught on in Frederick County. "In the early 20<sup>th</sup> century, the Four Square house, with a generally square or rectangular plan topped by a hipped or pyramidal roof, became increasingly popular across the nation. Easily built and convenient to extend or embellish with porches, dormers, porte cocheres, and wings, the Four Square single dwelling and duplex house became a familiar part of the County's architectural scene. Bungalows achieved a modest showing, principally in or near the towns, but occasionally occurring in rural locations as well. The Four Square, with its usually full-height second story, was marginally more popular than the bungalow in farmsteads for new or replacement dwellings, but neither type was built in large numbers in the rural landscape." Concrete block construction was introduced in the 20<sup>th</sup> century as was electricity.

Of course the Depression slowed severely the economy, which only revived with the Second World War. Aside from military camps in the county, there was little building during the war. After World War II and the Korean War, major highway projects started throughout the country and effected roads in Frederick County. There was also a national shift from agriculture and fields were lost to highways and housing subdivisions. "Subdivisions began to appear at the edges of Frederick City, and both Brunswick and Frederick City began a series of annexations in the late 1960's." In 1970, Jefferson Pike was supplanted by a modern divided highway just north of it.

In sum, the history of Frederick County is that of a rural, agrarian county strongly affected by major transportation modes. At the local level the influence of transportation routes was even greater and the agrarian quality perhaps faded a little bit earlier.

MARYLAND HISTORICAL TRUST  
NR-ELIBILITY REVIEW FORMContinuation Sheet No. 3

---

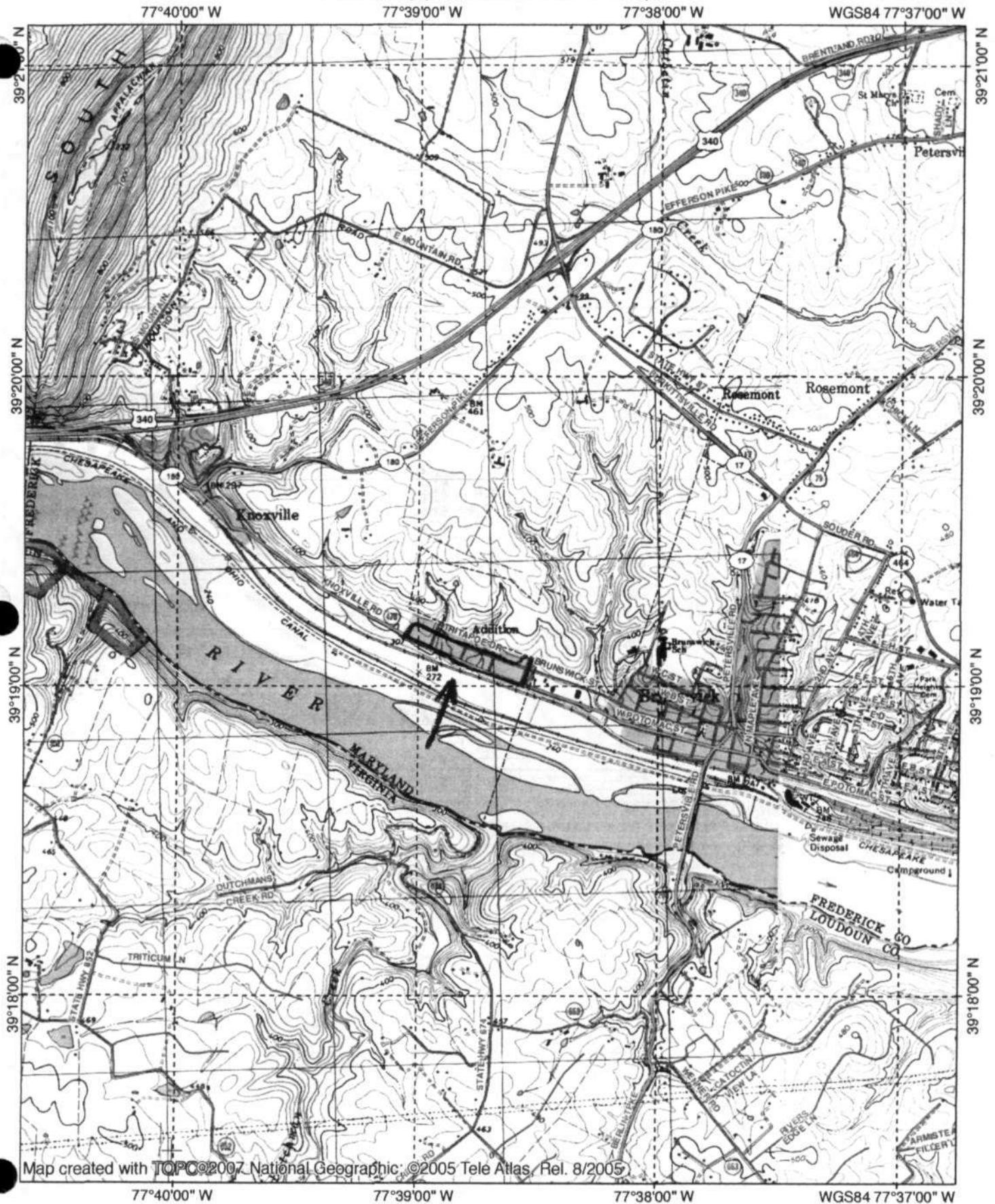
In Brunswick and surrounding areas, the strong rural, agrarian quality persisted into the late 1960's, but the impact of the B&O Railroad, with its roundhouse and other major structures at Brunswick, and to a lesser degree the C & O Canal and manufacturing in Brunswick had more influence than industry or commerce probably had in other rural parts of Frederick County. While the outlying areas of Brunswick did not develop commercially or even residentially the way Brunswick did, there was the spread of railroad worker housing north from Brunswick and by the early 20<sup>th</sup> century housing communities were planned for middle or perhaps even upper class people who worked or owned companies in Brunswick. After World War II the agrarian nature of the Brunswick region was seriously altered first by the construction of largely brick one story residences for people who commuted not only to Brunswick but to much more distant work sites. This erosion of the farm setting was further seriously undermined by the construction in 1970 of the new divided highway which cut through what had previously been farm land. Also, Jefferson Pike, as a major connector between Frederick and Harper's Ferry and Charles Town (especially its race track), starting in the 19<sup>th</sup> century, developed as a mix of farmsteads with some fine 19<sup>th</sup> century homesteads and transportation related buildings such as the two motor courts and night club at the northern end of Jefferson Pike in the Brunswick Region.

Prepared by: William LebovichDate Prepared: February 2007



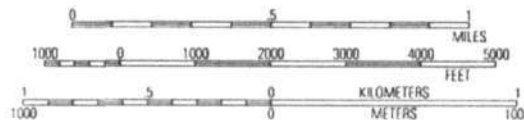
F-2-077  
New Addition Survey  
District

TOPOI map printed on 05/22/07 from ".tpo"



Map created with TOPOI 2007 National Geographic: ©2005 Tele Atlas, Rel. 8/2005

NATIONAL  
GEOGRAPHIC



MN TN  
10.5°

Harpers Ferry, Va - 05/22/07  
Rb - W. Va



2-2-077  
New Addition  
Survey District  
Zoning  
Franklin Co  
MO

B. LEBOVICH  
photographer  
7/2/07

3101 - 3103  
ADDITION  
Ave





F-2-077  
NEW ADDITION  
SUNBELT DISTRICT  
KNOXVILLE  
FIRE DEPARTMENT  
M.D.

B. LEBOVICH,  
photographer  
7/2017

3106 ADDITION  
AVE

2/11



F-2-077

New Addition  
Surrey District

Knoxville  
Frederick G  
MD

Bill & Edith,  
Photocopy  
1/20/77

243-3117

Addition  
Ave

3/11



2-077  
NEW Addition  
Survey District  
Rockville  
Frederick Co  
MD

B. Le Roux  
Photographer  
712667

518.820  
Tritapoe Drive

1/11





F-2-077

1/2016 LI-M

1/2016

1/2016

1/2016

Frederick & W

P.R.

P. Loomis,  
Photographer

7/2007

753-757

Tri-Apoc

Drive

5/11



F-2-077

Law Position  
Sumner District  
Waverle  
Frederick Co  
Md

B. Lebach,  
Photographer  
7/20/27

500 Block  
Triton  
Princ

6/11





F-2-777

1 hour Police - on Sunday

1 - 2nd

1 - 3rd

Frederick

1st

3. Leavenworth

p. topography

7/2017

452 K. M. H.

120

7/11



F-2-077

New Addition

My <sup>10</sup> ~~new~~ Buttrick

new 4

Franklin Co

Mo

B. Gelovick

Photo 12 pages

7/2007

312 Kinross

Mo

2 11



F-2-077

New Addition  
Survey Road  
Lancaster  
Frederick Co  
Md

D. Lebovich,  
photographer  
7/2007

222  
Lancaster  
Md

S/A





F = 5 = 577

Counting 12.00

10.00 = 10.00

Knoxville

Frederick Co.

MD

P. Leach, Jr.

Pharmacology

11.00

742 Knoxville

Re

10.00



E-2-177  
New Addition  
Cassell Road  
Knox: 14  
Frederick Co.  
Md

B. LeLouch,  
Photographer  
7/2017

802 - 808  
Knoxville  
Md

11/11

F-2-77

New Addition Survey District  
Brunswick vicinity  
Private

Ca. 1906-1941

New Addition is a 1906 suburb of Brunswick, intended to be built up in closely sited gable front houses for working class employees of the expanding industries associated with the Brunswick Railroad Yard. Consisting of the original two main streets and four cross streets, plus an extra block added later in the 20th century, the district contains about 45 houses, of which 31 contribute to its significance as a good example of the architecture and planning of an early 20th century middle class suburb. The intended suburb never developed fully, and the houses remain scattered, clustered mostly on Knoxville Road and the south side of Tritapoe Drive. The typical appearance of the suburb may be seen in the row at 802-810 Knoxville Road, where the gable front houses retain their original forms. One Queen Anne style house is located in the district and there are also several examples of the three-bay cross gable vernacular house found in rural and urban areas of Frederick County.

F-2-77

New Addition Survey District

Brunswick

Frederick County

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont

(Harford, Baltimore, Carroll, Frederick, Howard, Montgomery  
Counties, and Baltimore City)

Chronological/Development Period:

Industrial/Urban Dominance A.D. 1870-1930

Modern Period A.D. 1930 - Present

Prehistoric/Historic Period Themes:

Architecture, Landscape Architecture and Community Planning

Resource Types:

Category: District

Environment: Suburban

Function and Use:

Domestic/single dwelling/residence

Known Design Source: None

# Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF  
HISTORIC PROPERTIES

Survey No. F-2-77

Magi No.

DOE ☐ yes ☐ no

## 1. Name (indicate preferred name)

historic New Addition Survey District

and/or common

## 2. Location

street & number 452-818 Knoxville Rd.; 605-822 Tritapoe Dr.; ☐ not for publication  
3101-3117 Addition Ave.

city, town Brunswick ☒ vicinity of congressional district 6th

state Maryland county Frederick

## 3. Classification

| Category                                     | Ownership  | Status  | Present Use   |
|--|--|---|---|
| <input checked="" type="checkbox"/> district | <input type="checkbox"/> public                    | <input checked="" type="checkbox"/> occupied        | <input type="checkbox"/> agriculture                  |
| <input type="checkbox"/> building(s)         | <input checked="" type="checkbox"/> private        | <input type="checkbox"/> unoccupied                 | <input type="checkbox"/> commercial                   |
| <input type="checkbox"/> structure           | <input type="checkbox"/> both                      | <input type="checkbox"/> work in progress           | <input type="checkbox"/> educational                  |
| <input type="checkbox"/> site                | <b>Public Acquisition</b>                          | <b>Accessible</b>                                   | <input type="checkbox"/> entertainment                |
| <input type="checkbox"/> object              | <input type="checkbox"/> in process                | <input checked="" type="checkbox"/> yes: restricted | <input type="checkbox"/> government                   |
|  | <input type="checkbox"/> being considered          | <input type="checkbox"/> yes: unrestricted          | <input type="checkbox"/> industrial                   |
|  | <input checked="" type="checkbox"/> not applicable | <input type="checkbox"/> no                         | <input type="checkbox"/> military                     |
|  |  |   | <input type="checkbox"/> museum                       |
|  |  |   | <input type="checkbox"/> park                         |
|  |  |   | <input checked="" type="checkbox"/> private residence |
|  |  |   | <input type="checkbox"/> religious                    |
|  |  |   | <input type="checkbox"/> scientific                   |
|  |  |   | <input type="checkbox"/> transportation               |
|  |  |   | <input type="checkbox"/> other:                       |

## 4. Owner of Property (give names and mailing addresses of all owners)

name Multiple property owners

street & number telephone no.:

city, town state and zip code

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Frederick County Courthouse liber

street & number 100 W. Patrick Street folio

city, town Frederick state Maryland

## 6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town state

## 7. Description

Survey No. F-2-77

### Condition

☐ excellent  
☒ good  
☐ fair

☐ deteriorated  
☐ ruins  
☐ unexposed

### Check one

☐ unaltered  
☒ altered

### Check one

☒ original site  
☐ moved      date of move \_\_\_\_\_

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

CONTRIBUTING RESOURCE COUNT: 31

The New Addition Survey District has an area of approximately 56 acres encompassing 45 buildings in the 1906 suburb of New Addition adjacent to the western city boundary of Brunswick, Frederick County, Maryland. Thirty-one (69%) of the 45 principal structures in the survey district contribute to its significance in architecture and community planning. The survey district is generally rectangular in outline, between two parallel streets, Knoxville Road (MD Rt. 478) and Tritapoe Drive, with five cross streets, Western Drive, Moore Avenue, Canal Avenue, McDonald Avenue, and Addition Avenue. All of the streets except Knoxville Road and Tritapoe Drive are completely contained within the suburb; only the two main roads link with Brunswick. The houses in the survey district are primarily two-story frame buildings with gable facades and one-story porches. A few houses have the traditional gable ends perpendicular to the street; two duplex buildings have sloping flat roofs in the style of many early 20th century urban houses in Brunswick. One Queen Anne style house is located on Knoxville Road. Originally planned to have closely built single family houses on 40 ft. wide lots, only a row of five houses on Knoxville Road has the appearance of the intended suburb. The other blocks have randomly sited houses of both the gable and flat facade types. Fourteen modern houses are interspersed among the contributing buildings. Materials are mostly asbestos, composition, and vinyl siding with composition or metal roofs and wood trim.

The original plan extended from Addition Avenue west to Moore Avenue. Later in the early 20th century, a further rectangular block of building lots was added to the western edge with Western Drive as the connecting cross street. The original lot sizes are generally intact, 40 ft. by 140 ft. on Knoxville Road and the south side of Tritapoe Drive and 40 ft. by 135 ft. on the north side of Tritapoe.

Following are descriptions of representative buildings and groups of buildings in the survey district:

818 Knoxville Road: This Queen Anne style two-story frame dwelling may predate the 1906 plan of the New Addition suburb. It has a cross gable facade with a polygonal two-story bay below the shingled pediment of the gable. A one-story porch extends across the flat facade adjoining the polygonal bay. The gable has decorative brackets and a pair of windows. The exterior siding is german. The house may date from about 1906 and is unique in style within the New Addition survey district.

802-810 Knoxville Road: This row of five frame gable front houses represents the probable intended appearance of the fully developed New Addition suburb. Closely built in conformance with the narrow lots, the houses have two bays with one-story porches, and 2/2 windows. The gable fronts have cornice returns and a pair of windows in the gable peak. Most now have asbestos shingle or composition siding and roofs. The rear elevations often have entry porches and additions extending into the rear yards. Similar houses are scattered throughout the district.



# 8. Significance

Survey No. F-2-77

| Period  | Areas of Significance—Check and justify below    |  |   |  |
|---|--|--|---|--|
| <input type="checkbox"/> prehistoric          | <input type="checkbox"/> archeology-prehistoric  | <input checked="" type="checkbox"/> community planning | <input type="checkbox"/> landscape architecture | <input type="checkbox"/> religion        |
| <input type="checkbox"/> 1400-1499            | <input type="checkbox"/> archeology-historic     | <input type="checkbox"/> conservation                  | <input type="checkbox"/> law                    | <input type="checkbox"/> science         |
| <input type="checkbox"/> 1500-1599            | <input type="checkbox"/> agriculture             | <input type="checkbox"/> economics                     | <input type="checkbox"/> literature             | <input type="checkbox"/> sculpture       |
| <input checked="" type="checkbox"/> 1600-1699 | <input checked="" type="checkbox"/> architecture | <input type="checkbox"/> education                     | <input type="checkbox"/> military               | <input type="checkbox"/> social/         |
| <input type="checkbox"/> 1700-1799            | <input type="checkbox"/> art                     | <input type="checkbox"/> engineering                   | <input type="checkbox"/> music                  | <input type="checkbox"/> humanitarian    |
| <input type="checkbox"/> 1800-1899            | <input type="checkbox"/> commerce                | <input type="checkbox"/> exploration/settlement        | <input type="checkbox"/> philosophy             | <input type="checkbox"/> theater         |
| <input checked="" type="checkbox"/> 1900-     | <input type="checkbox"/> communications          | <input type="checkbox"/> industry                      | <input type="checkbox"/> politics/government    | <input type="checkbox"/> transportation  |
|   |  | <input type="checkbox"/> invention                     |   | <input type="checkbox"/> other (specify) |

Specific dates Ca. 1906-41

Builder/Architect

check: Applicable Criteria: ☐ A ☐ B ☒ C ☐ D  
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

The New Addition Survey District is significant in architecture, with examples of vernacular middle-class dwelling houses in the first two decades of the 20th century. As a representative of community planning in the early 20th century, it reflects the influence of the expansion of the railroad yards and related industries in the Brunswick region, which led to the increased need for housing for the employees. The suburbs of Rosemont and Brunswick Heights (now part of Rosemont) in the early 1920's were also results of the industrial expansion. The plan of New Addition is a straightforward grid relating to the existing roads and the topography of the site, a feature in common with working class housing districts in many other towns and cities. The two later suburbs also had covenants regarding setbacks from the main road which were not included in New Addition, thus giving the houses the characteristically uniform building line as seen in the 802-810 Knoxville Road group. New Addition is therefore a rare example of the small blue-collar housing suburb of the early 29th century in Frederick County.

New Addition was platted by Leonidas W. Bartlett of West Virginia as the Brunswick Industrial Company's Addition to the Town of Brunswick. No information has yet been discovered regarding the Brunswick Industrial Company or Bartlett.

## 9. Major Bibliographical References

Survey No. F-2-77

Land Records of Frederick County

## 10. Geographical Data

Acreage of nominated property 56 acresQuadrangle name Harpers Ferry, Va. - Md. - W. Va.Quadrangle scale 1:24000UTM References do NOT complete UTM referencesA 

|      |         |  |          |  |  |  |  |  |  |
|------|---------|--|----------|--|--|--|--|--|--|
|      |         |  |          |  |  |  |  |  |  |
| Zone | Easting |  | Northing |  |  |  |  |  |  |

B 

|      |         |  |          |  |  |  |  |  |  |
|------|---------|--|----------|--|--|--|--|--|--|
|      |         |  |          |  |  |  |  |  |  |
| Zone | Easting |  | Northing |  |  |  |  |  |  |

C 

|  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|

D 

|  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|

E 

|  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|

F 

|  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|

G 

|  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|

H 

|  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|

### Verbal boundary description and justification

Approximately 56 acres contained in rectangular grid between Western Drive and Addition Avenue and Knoxville Road and Tritapoe Drive.

### List all states and counties for properties overlapping state or county boundaries

| state | code | county | code |
|-------|------|--------|------|
|-------|------|--------|------|

| state | code | county | code |
|-------|------|--------|------|
|-------|------|--------|------|

## 11. Form Prepared By

name/title Janet L. Davis, Historic Sites Surveyororganization Frederick County Planning & Zoning Dept. date November, 1991street & number 12 E. Church Street telephone 696-2958city or town Frederick state Maryland 21701

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

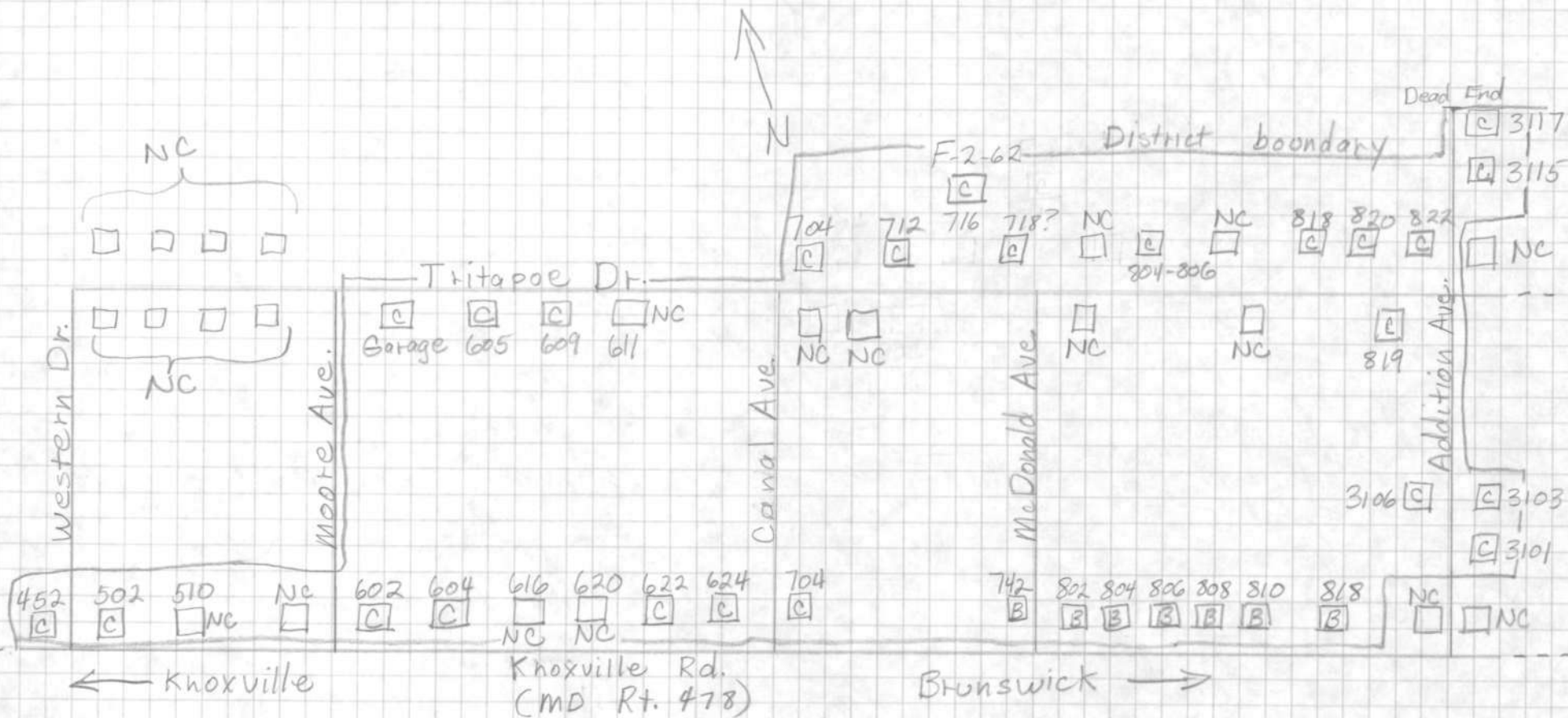
MARYLAND HISTORICAL TRUST  
DHCP/DHCD  
100 COMMUNITY PLACE  
CROWNSVILLE, MD 21032-2023  
301-514-7600

7.1 Description (Continued)

804-806 Tritapoe Drive: This is a two-story duplex house with a flat sloping roof and a one-story porch across the front elevation. The main elevation has four bays with the entrances sharing the inner bay with a window in each unit. The window and door surrounds are plain and the exterior siding is vinyl, probably covering original german siding. This type of house is typical of urban streetscapes and similar structures are found in the Brunswick National Register Historic District (F-2-9).

742 Knoxville Road: This is a two-story, three-bay frame house with a cross gable, one-story porch, rear ell, and interior end chimneys. It has the typical vernacular form of many Frederick County houses of the last quarter of the 19th century, but was probably built during the first decade of the 20th century. The siding is asbestos shingles and the roof is also composition.

716 Tritapoe Drive (F-2-62): The Robert Carroll House was surveyed in September 1991 for a demolition permit application. Built about 1940, its two-story frame structure is mostly notable for the unusual fenestration pattern of the south elevation windows. Paired 6/12 windows on the first story and a band of 6/6 windows on the second story and its set-back siting suggest that its original use may have been as a chicken house and was later converted to residential use.



Not to Scale

F-2-77  
New Addition Survey District  
Frederick County

Janet Davis  
October 15, 1991



# Map of the Brunswick Industrial Company's Addition to the Town of Brunswick, Md.

Recorded & recorded  
August 29, 1906 at 2 o'clock PM  
Test: Samuel J. Keffner, Clerk  
Examined, dated by mail to  
James H. Stewart, Esq. 10.6  
August 30th 1906



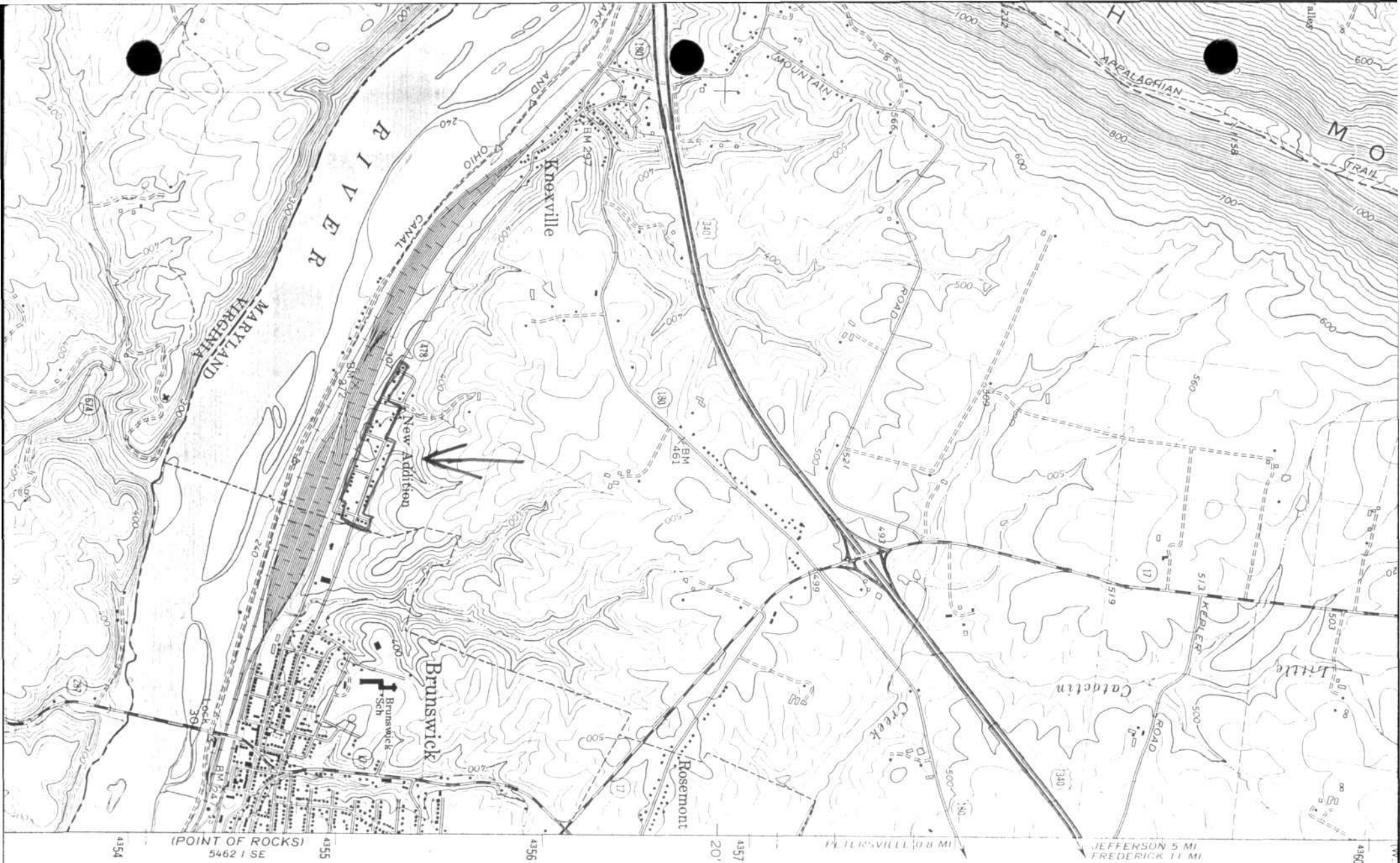
Scale of 100 feet to 1 inch

Preston E. Miller

Surveyor

Brunswick Md.  
August 24, 1906.





F-2-77  
New Addition Survey District  
Frederick County  
USGS Harpers Ferry, Va. - Md. - W.Va.  
1:24000



F-2 71

New Adm. Div. - 2nd District

Fredonia County

Photo: Forest Davis

October 1921

New York State - Still P.C. (New York State)

Copyright © 1921, 302-8th Avenue, New York City

1/2













F 2-77

New Add in Sunset 1/4 4/4

1/4 1/4 1/4 1/4

Photo 1/4 1/4 1/4

1/4 1/4 1/4

1/4 1/4 1/4 1/4 1/4 1/4 1/4

2/4 1/4 1/4 1/4 1/4 1/4 1/4

4/4